

CLASSIFICATION ~~SECRET~~COUNTRY Polish-occupied Germany REPORT NO. 25X1

TOPIC Soviet Troops in Liegnitz 25X1A

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EVALUATION PLACE OBTAINED

DATE PREPARED 23 August 1951

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Prior to August 1950, about 6,000 Soviet and about 400 Polish troops were stationed in Liegnitz, where nearly all barracks installations remained undamaged although about 60 percent of the residential buildings were destroyed. [] the impression that the troops were almost exclusively supply personnel. The municipal administration was Polish. Only a few Germans were still living in the city.
2. The high command of the Soviet units stationed in Polish-occupied Germany was located in Liegnitz. Marshal Rekossovsky was succeeded by three-star General Slavin, (fmu), who, in turn, was replaced by an unidentified general at the beginning of 1950. Other officers of the high command were General Zhiskin, (fmu), in charge of motor transport; General Ostrovski, (fmu), in charge of horse-drawn units; and three air force generals. Six to eight army generals were repeatedly seen on the occasion of sporting events. *
3. A motor pool of the high command was located in a four-story building on the southeast side of Goldbergerstrasse, near Siegeshoehe. The building belonged to a barracks installation with numerous garages, one of which was a repair shop. The motor pool was operated by about 300 men and was equipped with 60 to 80 motor vehicles, almost exclusively German and US passenger cars. The personnel were picked men, between 20 and 30 years of age, who distinguished themselves from the other soldiers at the post by their clean uniforms and good discipline.
4. A Soviet hospital for military and civilian persons was located in the former German post hospital on the northwest side of Goldbergerstrasse, opposite the aforementioned barracks installation.
5. From 1,000 to 1,500 troops wearing caps with green bands were quartered in the large barracks installation, apparently of seven buildings, on the northeast side of the road to Ilzau (O 52/B 72). The German residents knew a Colonel Moresin, (fmu), to be the commanding officer of the troops there. About 200 passenger cars were parked in the installation. However, they were never seen in operation. It could not be determined to what branches of service the troops belonged. [] thought the troops to be only drivers and technical personnel.

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A technical staff could be determined in the installation. Numerous soldiers with soiled coveralls were always observed. No heavy weapons or special equipment were seen.

6. Another troop quarters with stables occupied by about 500 troops with 70 to 80 vehicles and about 200 horses was located west of the barracks installation mentioned in paragraph 5, on the southwest side of the road to Haynau.
7. [redacted] signal troops were quartered in the barracks installation on the north edge of Liegnitz, on the east side of the road to Lueben (O 52/B 84). Soldiers with black epaulets and signal insignia were seen near the installation.
8. About 1,000 troops with black epaulets and tank insignia were seen in another barracks installation, the location of which could not be determined. Contingents of this unit were employed in the military tank repair shop of the post. They were observed marching to and from this shop.
9. The barracks installation at the airfield was occupied by Soviet air force troops. Polish soldiers of an unknown branch of service were seen in one of the barracks buildings there.
10. A large military tank repair shop was located in the former Teichert Factory where, according to German workers, tank engines were repaired and overhauled. The engines arrived by rail or truck, many of them from the Neuhammer (O 52/B 34) troop training grounds, the installations of which had been reconstructed, according to German workers. Since mid-1950, no personnel other than Soviet soldiers were employed in the repair shop.
11. A passenger car repair shop was located in the former Opel repair shop on former Jauerstrasse. It was headed by Captain Zubek, (fmu), a technical officer who wore army uniform with green epaulets and a cap with green service color. The repair shop was repeatedly inspected by General Zhizkin, (fmu). On an average, 40 to 50 German and US-type sedans of the high command were being overhauled, whereas the trucks of the high command were shipped to Berlin for overhauling. Individual Soviet-built ZIS trucks were seen in the streets, not in the repair shop, for the first time in the spring of 1950. [redacted]

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12. Prior to late 1949, a Lieutenant General Kutov, (fmu), had his office in a building with a prison, which probably was the former police court, where criminal cases were being tried. **

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* [redacted] Comment. General Slavin, (fmu), is reported for the first time to have succeeded Marshall Rokosovski. General Zhiskin, (fmu), is probably Major General of Technical Troops, A.D.Shishkin who was awarded a decoration in April 1945. According to information [redacted] * General Ostrovski, (fmu), was on the staff of Rokosovski in Liegnitz in the summer of 1949 and frequently went to Stolp for inspection during the preceding time. Lieutenant General Kutov, (fmu), is probably Lieutenant General Kotov, (fmu), who was frequently mentioned as officer on Marshall Rokosovski's staff by Soviet and Polish emigrant newspapers, the last pertinent report having been of March 1949.

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* [redacted] Comment. It is known from previous information by other resettlers that the installations mentioned in the present report, excepting the passenger car repair shop in the former Opel repair shop, are occupied by the Soviets. However, it has not been definitely determined whether the troops in the installations are supply troops exclusively, as is stated in the present report, or whether some of them are GHQ units of the Northern Group of Forces.

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